

The Heritage Society of Essex & Middle River



Founded
September 26, 1968
Officers 1969-70

Seated: Mary Corey (Treasurer), Laura Hensler (Vice President), Alex Baumgartner (President), Helen Baumgartner (Secretary). Standing: Horace McCarter (Publicity), Emma Dunham (Trustee), Earle Scoggins (Sergeant at Arms), Virginia Borsos (Trustee), John Ruley (Historian), Kay Wolfe (Trustee).

We thank our founding members Mr. and Mrs. Alex and Helen Baumgartner, their family, and peers for establishing our premiere Baumgartner Collection. The collection captures a historical snapshot of life in Essex and Middle River, Maryland. The collection contains nearly 300 categorical binders documenting our community activities with articles, pamphlets, and photographs from 1969 through the 1980s. The Heritage Society has scanned the collection to our website to share with our extended community. As we continue to build new collections, we are seeking new materials such as photographs and ephemera that pertain to the community and business history of Essex and Middle River. Please contact essexmuseum@gmail.com if you have historical memories or items to donate or would like to become a member.

The Heritage Society of Essex and Middle River, Inc.
516 Eastern Blvd, Essex, Maryland 21221
essexmuseum.com

Collections processed and scanned by: Rita Sellers, Jenny Parish, and Scott Huffines

Street Cars
and Buses

No. 39



EASTERN AVE. CAR BARN

BACK & MIDDLE RIVER LINE

abt. 1900 Built

abt. 1930 - OLD Moffet Farm

1947
Eastern Ave



Easter

From Horse Cars To Trolleys--Era Ending

By Robin Frames

Soon the rattle of the rails and the tinkle of the trolley bell will be a thing of the past. Before the end of the year, the Baltimore Transit Company will have to remove its two remaining street car lines, ending the city's 104 years of street railway service.

With buses cruising the streets in their stead, a more efficient era in public transportation will be under way. But old timers will deny that the buses can match the street cars for local color.

Baltimore began its street car era in July, 1859, when a horse-drawn rail car rumbled through the downtown city streets. After paying a 3-cent fare, a group of interested yet anxious Baltimoreans rode from the foot of Broadway along Baltimore street for several blocks.

Imposing Vehicle

Witnesses of the historic event described the imposing vehicle as "a cross between Noah's Ark and a gaily-painted henhouse on wheels." It jumped the track several times on its first trip, but

was rerailed without too much difficulty.

These early horse cars were small and much lighter than today's trolleys. The routes were short, but the motorman led anything but an easy life, according to George Nixon, whose National Capital Historical Museum of Transportation wants to buy one of the last Baltimore street cars.

The average working day was eighteen hours, and earned the motorman \$1.75 to \$2 a day. During the winter, the street cars were heated by wood stoves, and a foot-thick layer of straw on the floor served to keep the passengers' feet warm.

Blankets Carried

The motorman had two blankets, Mr. Nixon maintains, which were used to cover him during the run, and to cover the horse at the end of the line.

The first cars were not given numbers, but rather names, often quite picturesque. One line, for instance, named its cars after famous Marylanders, such as Edgar Allan Poe, John Eager Howard, and Charles Carroll. Another line christened its vehicles

after the State's rivers, such as the Gunpowder, Nanticoke and Patuxent.

When the horses were put out to pasture, Baltimore was the first city to use electric street cars. On August 9, 1885, a trial run was held, and the next day the city's three cars were put into regular service. They were named the Morse, the Faraday and the Ohm, and were powered by a third rail.

Short-Lived Run

But that first run in 1885 was short-lived. Other attempts to find the ultimate answer in rail service included cars driven by steam and compressed air, as well as the famous cable cars. Finally, however, electricity was settled on as the best method, and in August of 1890, the North avenue line opened, using an overhead trolley.

Merchants at first objected to having street cars running past their shops, for fear of attracting lightning and discouraging patrons. They soon found, however, that the reaction was quite the opposite.

In the early days of city rail-

service, a multitude of different companies cropped up, several duplicating each other. At one time there were as many as 30, but in 1899, all were consolidated into the United Railways and Electric Company.

Peak In 1920's

The peak years of the street car were the early 1920's, a time when Baltimore could boast of 35 routes with more than 1,300 cars traveling over 400 miles of track.

The No. 8 line, now running 16 miles from Towson to Catonsville, has been one of Baltimore's longest and most colorful lines. Incorporated in 1885 as the Towson-town Railroad Company, it had the city's only double-decker street cars, according to Mr. Nixon.

The No. 8 was originally supposed to extend to Laurel, where a line from Washington was to meet it. It is one of the few routes, if not the only one, which runs from a county through an entire city and back into the same county again.

"Red" Line

The No. 15, the other remaining line, began its history with a

4-mile run in 1898, and was known for years as the "Franklin Square" or "Red" line. Its cars were anticipated to run all the way to Bel Air, but never got any further than Carney. Now its 7-mile route extends from Overlea to Walbrook Junction.

Transit vehicles had plenty of customers through World War II, but since then, riders have gradually but steadily shifted to other means of transportation. The volume of automobiles as well as heavy payroll costs and taxes have put a heavy burden on many transit companies.

Street cars have their own particular troubles, too. Being confined to their tracks in the middle of the street, they often tie up traffic in today's already clogged streets. City planners, in an effort to beautify downtown areas, are anxious to get rid of overhead wires and car tracks.

Useful Items

What to do with the old street cars? Sell them for scrap, perhaps, but other and less humiliating uses have been found for them.

In Argentina, for example,

abandoned trolleys are sold to the public and converted into homes and schoolrooms for only a few hundred dollars. A four-member family can have a street car converted to a three-room house for \$400, and a 32-pupil schoolroom costs about \$200.

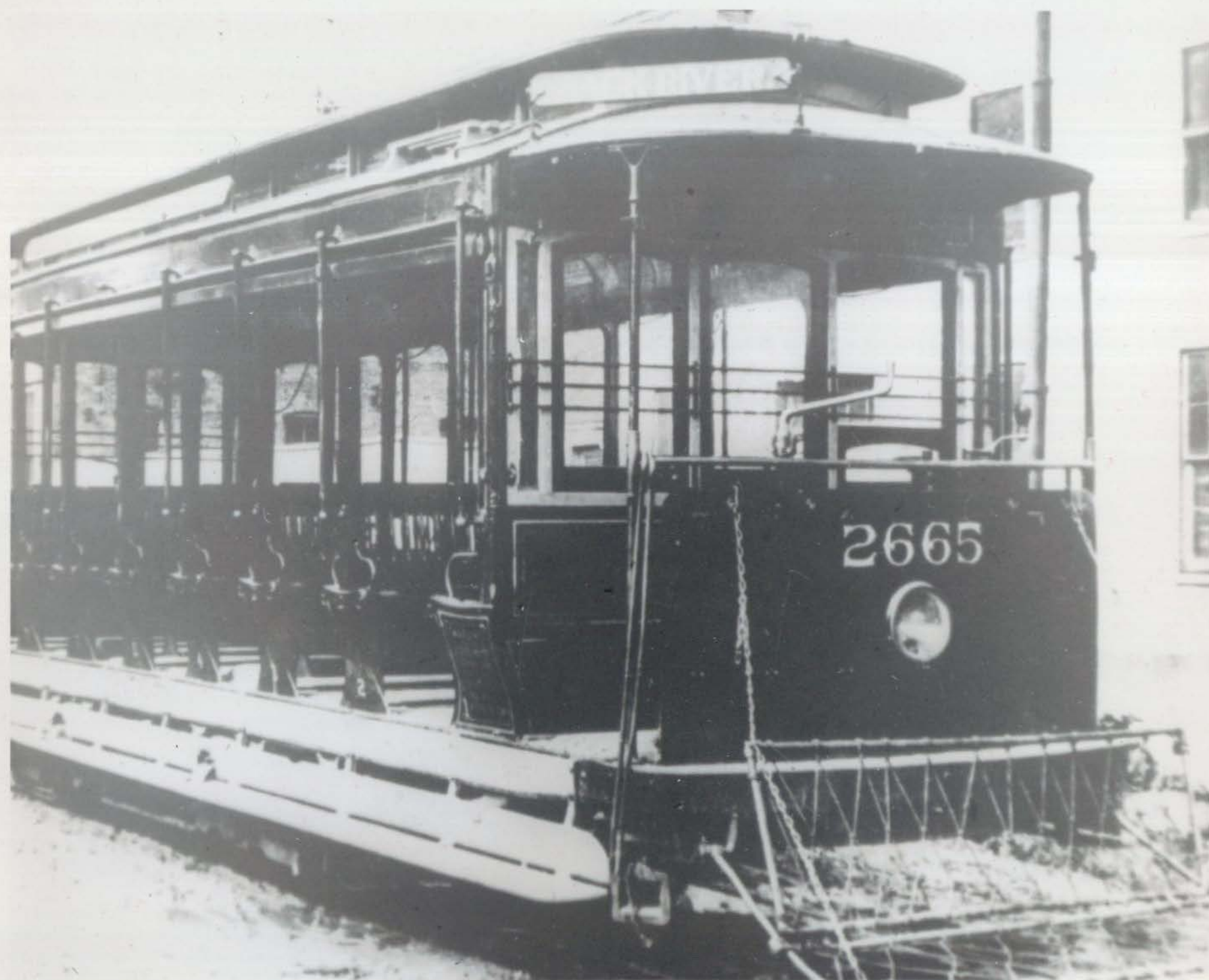
Trolley buffs also must be considered. In addition to street car museums such as the one getting started in Baltimore, private individuals collect cars too. An Air Force sergeant in Boston has fourteen of them, one acquired from the French city of Nancy.

Fume-Free

While some motorists loathe driving behind the pokey trolleys and slipping on the rails, others prefer this to breathing the noxious fumes of today's modern buses.

One fond Baltimore street car rider has commented how luxurious the electric cars are compared to their diesel-powered counterparts.

The trolleys, she said, are spacious, with ample leg room, straps to hold onto and shades at the windows.



Clang Of Trolleys To Ring Again

By EARL ARNETT

For nearly 2 years, the 10 cars belonging to the Baltimore Streetcar Museum have rested in various stages of repair in the museum's carbarn on Falls road like ornamental antiques.

Steadily increasing numbers of visitors have visited this city-constructed building two blocks northwest of Maryland avenue in order to inspect and photograph these stationary relics from the city's past. But on July 3, they will have an opportunity to ride.

After special 2 P.M. ceremonies marking the inauguration of the museum as an "operating museum," two carefully and lovingly restored cars will clang and clatter down a specially laid track equal to all the spirit and dignity with which nostalgic memories have endowed them.

Passengers will purchase special tokens (3 for \$1, 1 for 50 cents) for the fare boxes. A conductor and motorman on each car, dressed in authentic uniforms, will supervise the quarter-mile run paralleling Falls road.

At the end of the line, passengers will hear a brief talk about the history of streetcars in Baltimore and then return to the museum building.

Rides on July 3 will continue until darkness falls and will be scheduled from 1 P.M. to 6 P.M. July 4 and thereafter on Sundays only.

The other operating car, the Double Truck Summer Car No. 1164, was built by the J. G. Brille Company in 1902. It seated 60 people and carried passengers

to Riverview Park, a Coney Island-type resort located near Point Breeze during the early part of this century.

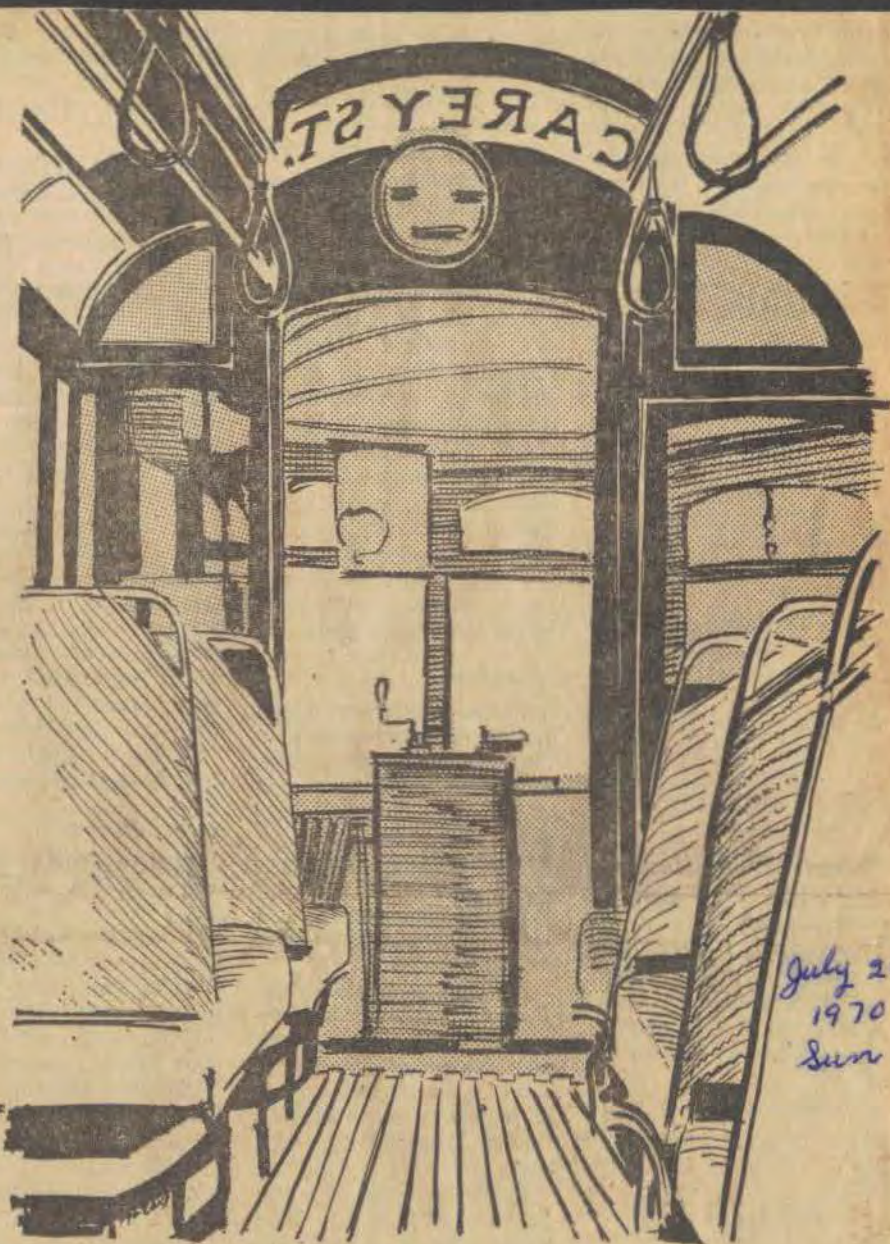
The streetcar era began in Baltimore in 1859 and lasted until 1963, when the last No. 8 disappeared from York road. Many people still prefer this mode of urban transportation to the internal combustion engines which now dominate city streets.

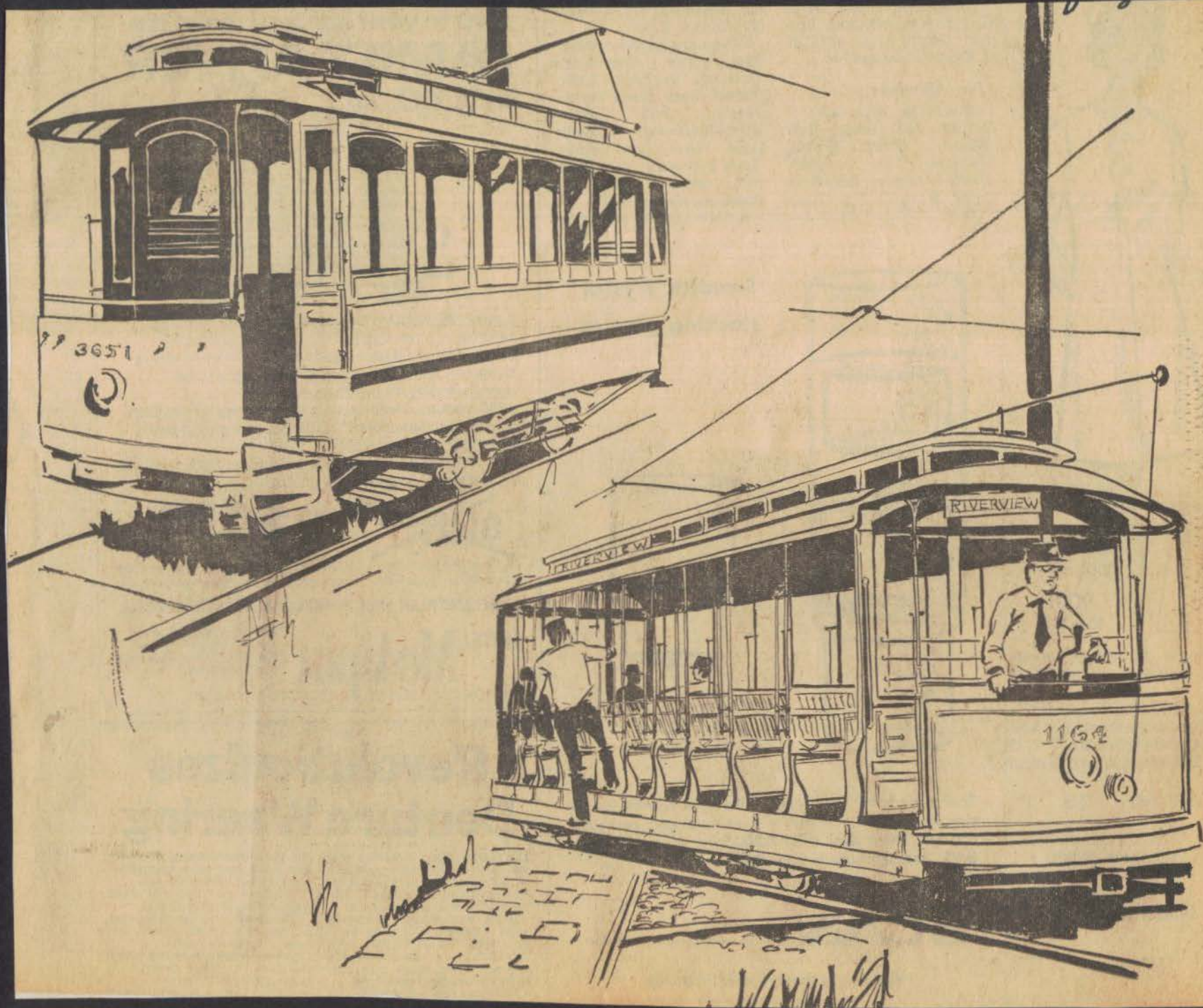
The museum became possible due to actions by officials with the United Railways and Electric Company in 1929 to store several of the old streetcars for their possible historic value. The Baltimore chapter of the National Railway Historical Society, led by George Nixon, persuaded the Baltimore Transit Company in 1952 to refrain from scrapping the cars until space could be found to store them.

With the aid of the Maryland Historical Society and other interested parties, the cars were stored at various locations throughout the city, including out-of-doors at Lake Roland, until the city built the carbarn in 1968 from funds obtained from a bond issue.

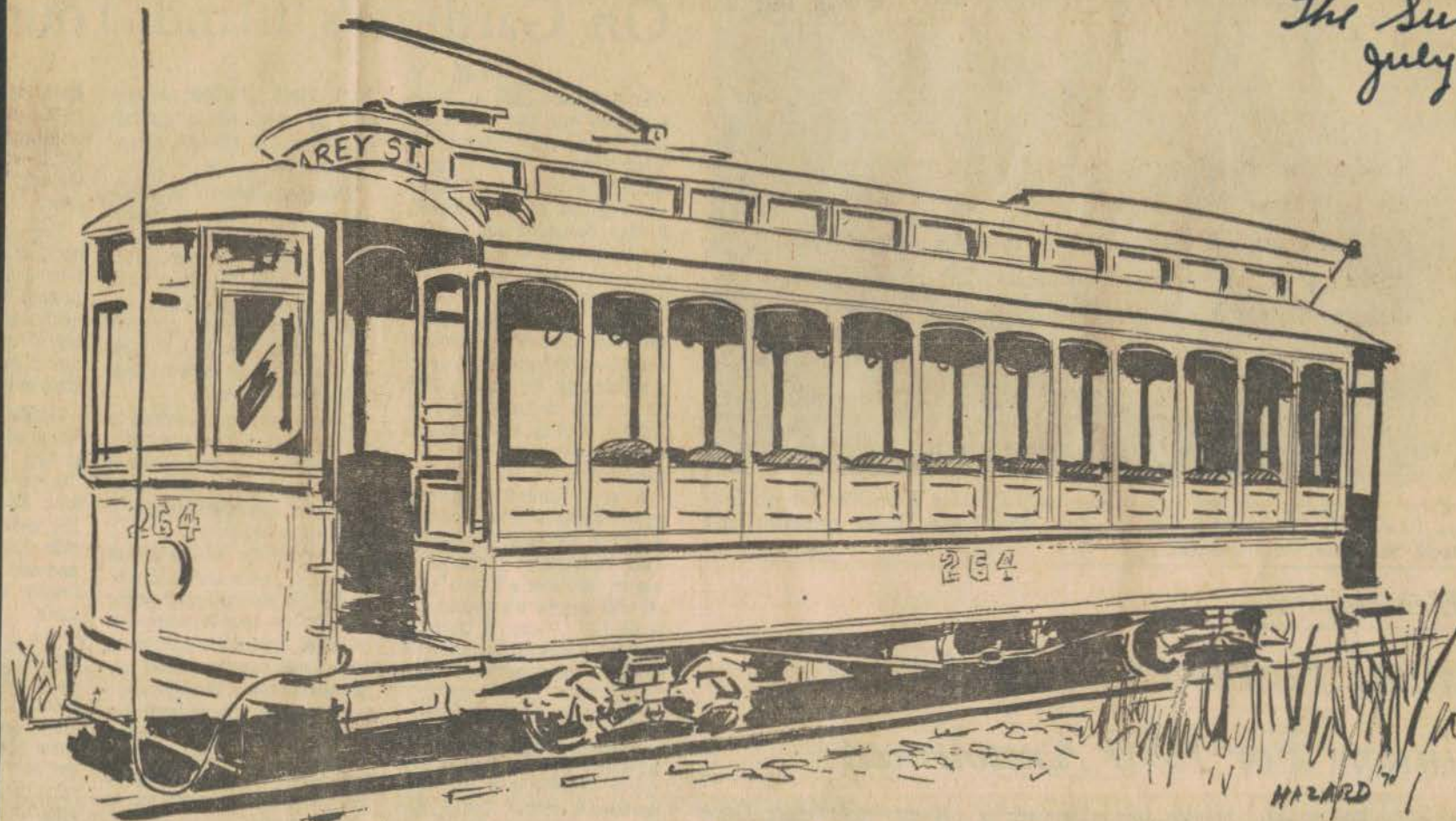
The museum is a volunteer, non-profit corporation. Without the enthusiasm and dedication of its membership, the streetcars would have disappeared long ago. Now, with the track and electric facilities available through volunteer labor and donations, the museum hopes to make all its 10 cars operable. Streetcars will once more run in Baltimore.

Drawings by Charles R. Hazard





The Sun
July 24
1970



Baltimore, Md. Aug. 8, 1969

Mr. Alex. E. Baumgartner
113 Riverside Road
Baltimore, Md. 21221

Dear Sir:

I enjoyed my conversation with you over the telephone several days ago, and thought you would like to have some "ancient" history of the Back & Middle Rivers electric car line as I have gathered from several sources. How much of this can be re-published I do not know.

You will notice the original Company purchased 16 electric cars and I have been unable to obtain a photo of any one of them, although my grandfather and I rode to Middle River in year 1902 on the small 8-bench open cars and I would immediately recognize a photo if I saw one.

I have a picture of car No. 2665 marked "Back River" which dates back to year 1906, but this was NOT one of the original cars, but is one that UNITED Railways put on the line. That photo should also be at the Essex Library.

I would like to see the photo you mentioned of a "23" car marked Back River, and hope you will send me a copy, which I may keep for my car collection of pictures.

The National Railway Historical Society meets in the Baltimore Life Building, Preston & Howard Sts. every second Monday of the month and visitors are welcome. 8 P.M. to 9 P.M. business meetings and from 9 to 10:30 P.M. usually motion pictures of scenes taken by members while on vacations. Mostly steam railroads.

Hope to hear from you. My telephone 467-6507 and my street address 3707 Roland Avenue, Baltimore, Md. 21211.

Yours very truly,

L. C. Mueller

Louis C. Mueller

BACK & MIDDLE RIVER ELECTRIC LINE

THE BALTIMORE, MIDDLE RIVER & SPARROWS POINT RAILWAY was organized to build a road from East Avenue and Baltimore Street to Middle River. Line opened Sept. 3, 1895. Franchises were obtained to Sparrows Point, but the project was never carried through.

From Street Railway Journal

May, 1894 "Baltimore, Middle River and Sparrows Point Company intends to build an electric road estimated 15 miles in length. Geo. R. Willis and F.W. Trimble of Baltimore and several Philadelphia people are interested."

From Street Railway Review:

Dec. 15, 1894: "Nearly all the grading for the Baltimore, Middle River & Sparrows Point Electric Ry. Co. has been finished. Cars will be running by February."

Feb. 15, 1895 - "Baltimore, Middle River & Sparrows Point Co. applied for additional franchises."

From Street Railway Journal:

April, 1895 - "Baltimore, Middle River & Sparrows Point Electric Ry. will extend its line in Baltimore County."

From Street Railway Review:

May 15, 1895 - "Contractor has filed bill for Receiver for Baltimore, Middle River & Sparrows Point Railway Co."

From "THE SUN" May 17, 1895 - "Back River Line" - First shipment of cars is to include 7 open summer and 3 closed cars. The side curtains of the new cars are to be arranged so that they can be drawn down to the floor in bad weather."

From Street Railway Journal:

July, 1895 - "Baltimore, Middle River & Sparrows Point Co. have ordered a number of cars for their lines."

Aug. 1895 -- "Will extend its line from its present terminus and build a power house."

Dec. 1895 -- "Will extend its line to Middle River Bridge at once. James Young is President of the road, W. F. McLaine is engineer, F.W. Meloon is superintendent."

From "THE SUN" Sept. 3, 1897 - "The Middle River Road was opened June 1, 1895 and extends from Baltimore Street and East Avenue to Middle River, a distance of ten miles. It is entirely in Baltimore County. The Middle River Company owns 13 acres of land adjacent to its power house, which will be parked and beautified for the use as pleasure grounds. A lake has already been constructed on the property, which is known as Silver Lake Park."

From "THE SUN" Sept. 9, 1897 - "The Central Railway started work yesterday on its connecting line with Baltimore, Middle River & Sparrows Point Railway. Its extension is south on East Avenue from Fairmount Avenue to Baltimore Street, where the connection with the tracks of the Middle River Road is made."

The barn of the Baltimore, Middle River & Sparrows Point Electric Railway is at Eastern Avenue & Moffat Road.

From "The American" of Sept. 7, 1896:

"One of the most pleasant and truly country rides is to be found on the electric cars of the Baltimore, Middle River & Sparrows Point Railroad, which has been termed the "Cannon Ball Express". The road is open at present only as far as Back River, but it is expected that it will be open to the Middle River terminus by September 12, the construction of the line over the last four miles, from Back River to Middle River, being practically completed. From Baltimore to Middle River - a distance of about nine miles - the road runs through country abounding in delightful scenery, where the invigorating odor of woodland and meadow and new mown hay comingle with the salt air of the Chesapeake Bay, affording one of the coolest, most delightful and refreshing trips imaginable. For about five miles the line runs through a road shaded on both sides by overhanging trees and through which, glimpses of river and bay are caught, while at Elsmore Heights, for instance, a view of the bay for a distance of ten miles is obtained. Numerous fishing shores and river and bay pleasure resorts line the entire route, including Fairy Grove and Back River Race Track, there being upwards of three score of such places, each of which has its peculiar friends and patrons, and many of them owned by private clubs. The Company itself controls three of such resorts, and it is anticipated that in the near future, extensive improvements in the way of pleasure grounds will be made at Middle River.

The Baltimore, Middle River & Sparrows Point Railroad Company was organized in August 1894; the construction of the road was commenced in the same year, and it was opened for travel as far as Back River in June, 1895, with a double track the entire way. During the past fiscal year of the Company the new extension to Middle River has been under construction, this portion of the line being a single track road, with sufficient turn-outs to enable cars to be run at intervals of four minutes. The Company's bridge over Back River, a quarter of a mile in length, is built on piles, with a steel draw in the center. The Company has also built a line on Eighth St. from Eastern Avenue to Lombard Street, where it connects with the main line, which runs from Baltimore Street and the city limits to Fifteenth Street and Eastern Ave. where it connects with the line to Back & Middle Rivers. The Eighth Street line gives direct and independent connection with the City & Suburban Company's line at Eighth St. & Eastern Ave. The 712 foot of iron viaduct built over the tracks of the Philadelphia, Wilmington & Baltimore Railroad on the Lombard Street line, enables the Company to convey passengers from any part of the city to Back and Middle Rivers without crossing any steam road at a grade - a most admirable arrangement in the way of avoiding delay and insuring the safety of passenger traffic. So it may be said the Company during the year has completed what is known as the city extension line on Lombard and Eighth Streets and from Back River to Middle River, the line running by independent right of way, binding on Eastern Avenue to Back River and then by independent right of way to Middle River, binding on the Eastern Avenue turnpike. There is very little trestle work along the entire route, in fact but one short section - all the rest of the road resting on solid embankment.

The power plant of the Company is at Back River and consists of a substantial brick power house equipped with two 225 horse power McIntosh & Seymour engines, one 150 h.p. Ideal, two 250 h.p. multiple General Electric generators, two D-62 generators and three 150 h.p. boilers, with necessary switchboards, etc. The road is tracked with steel rails and well constructed and ballasted. The car equipment consists of sixteen passenger cars and three freight cars, the idea being to give some attention to light freight traffic."

Baltimore, Md. Aug. 15, 1969

Mr. Alex. Baumgartner
113 Riverside Road
ESSEX Baltimore, Md. 21221

Dear Mr. Baumgartner:

I am pleased that you sent me the 60th Anniversary book of Essex and thank you for it. I am from the opposite end of Baltimore. Lived on Columbia Avenue (later Washington Boulevard) for 37 years, with my grandfather. He moved to #142 Columbia Avenue, later #731 in year 1863. His father lived about 2 squares away (1800-1880) and the first of our family settled on Union Street (now Greene St.) and the home is shown on city map of 1804 in a section known as "Ridgely's Delight". Grandfather remembered when the Columbia Avenue Methodist Church was built in 1844 and it was when I was 6 years old (1898) that the Sunday School had a picnic at a place called "Glenwood". I think it was down Back River Neck Road. The open cars (5 of them) were sent up to Columbia Ave. by the Middle River line and I recall the long walk from Eastern Avenue road to the grove and riding on the swings. Could you identify this picnic ground? Many years later when I was grown I served on a Committee to select a picnic site and that was Beudel's Park near Middle River. At that time United Railways furnished the cars.

I was always interested in electric street cars because I saw so many pass our house on the way to be repaired or painted at the large Carroll Park Shops on Columbia Avenue and when the National Railway Historical Society was formed I joined in 1944. There is now a Trolley Museum on the Falls Road near North Avenue and 11 of the old cars are there; some in bad condition, but it is hoped they will be restored in a few years. The #2665 open car marked "Back River" was built in 1895 by Barney & Smith Car Co. in Dayton, Ohio and sold to the City & Suburban Railway Co. of Baltimore in 1896.

over---

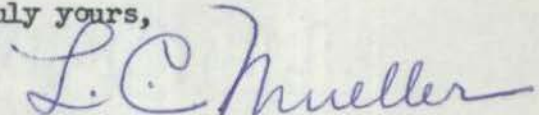
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When United Railways took over the independent railway lines in 1899 this car was among the lot of cars. The original number was 303; United re-numbered it 1155 and used it on Lakeside- Line in 1899 then No. 494 on Edmondson Ave. line in 1904 finally #2665 in 1906.

It is a photo of one of the original Baltimore, Middle River & Sparrows Point cars when the line was built in 1895 that I am interested in, so if any of your readers can help I shall be glad to pay for a copy of any photo they may have showing the early Back River car. As stated I can identify such cars if I see a photo. They seemed to disappear as early as 1904 when United Railways either sold them or destroyed them.

Write me soon again.

Very truly yours,



Louis C. Mueller
3707 Roland Avenue
Baltimore, Md. 21211

Railroad Razes Old

TAKEN FROM THE ESSEX TIMES
THURSDAY JULY 15, 1971
Station



Taken Down

Mike Butcher, of 2-C Byway South, grabbed these shots last week of the old Middle River railroad station along the Penn Central line before workmen finished razing it on Wednesday, July 7. The old station, on Baker Avenue near the Middle River Post Office, has been empty for the past several years.



Middlesex Road Railroad Fence Repair Urged

Rep. Clarence D. Long this week asked the Penn Central Railroad to repair the fence between its tracks and Middlesex Road in Essex.

The need for repair of the fence -- between North Marlyn Avenue and the Edgewood Apartments -- was brought to Rep. Long's attention at his recent meeting with officials of a number of community improvement associations; in the Essex-Middle River area.

Penn Central officials have agreed to send an inspector to find what repairs are needed. Residents note that the present condition of the fence is of particular concern because of the number of young children in the area.

The railroad fence was repaired several years ago, also at Rep Long's request, but residents report that it has since been broken through in several places.

*Essex Times
Oct 30 - 69*

July 13 Morning Sun

Light Rail

Sir: I read with much interest Mr. Dilts' article in *The Sun* for August 1, 1975 entitled: "Next Stage in Transit: Trolleys." I applaud the decision of the Phase II Study Team in selecting Light Rail (trolleys) for the next step in revitalizing mass transit. Unfortunately, and this is not the fault of Mr. Wagner's consultant firm, there has been no new experience in this field in over 30 years and some misconceptions exist among consultants and the public alike.

Specifically, I refer to the opposition voiced by Mrs. James F. Foley of the Original Northwood Association to a Loch Raven Boulevard Light Rail line.

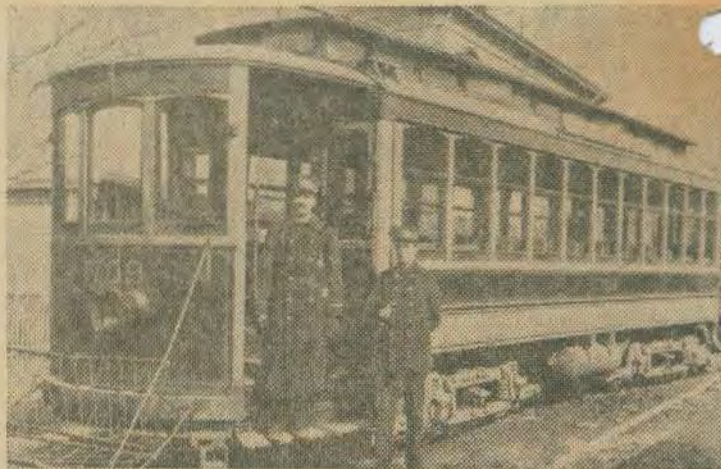
First, let me state, 33rd Street and Loch Raven Boulevard were designed with wide medians for future traffic separated streetcar lines to be built after World War II. With the ownership of the Baltimore Transit Company passing into the hands of a holding company with automotive interest backing in 1945, the plan was never carried out and Waverly and Northwood residents have had to fight the narrowing of the medians by the highwaymen. Light Rail can be incorporated without disturbing the existing landscaping thanks to the purposeful planting with the original use of the median in mind and the engineering possibilities of the transit mode itself. (In Brussels, a newly constructed Light Rail line curves around existing trees in a median in graceful arcs.)

The Light Rail line can be built to blend with the existing median and enhance the neighborhood. Grass can be planted right up to the railhead; the existing and new additional trees will camouflage to overhead trolley wire, which can be supported by decorative poles with wrought iron ornamentation. Such poles can also support the street lighting, replacing the garish aluminum poles now so familiar on our main thoroughfares. Wrought iron fences contained within hedges along the sides of the median provide protection as well as deadening operating noise. (Light Rail Vehicles are less than one-tenth as noisy as today's diesel buses.)

On safety: a Light Rail car can accelerate three times faster than

Letters to the Editor

No 39



a bus, important with frequent stops, but does not need to exceed 45 miles per hour to give a faster, smoother, quieter ride than the transit patron gets today. Since 1936 Light Rail vehicles have had three types of braking: air brakes, dynamic or regenerative brakes, and magnetic track brakes; the stopping effect is that many times more effective than with buses or autos.

Finally, a line much as described above operates in the median of St. Charles Avenue in New Orleans, through the better neighborhoods of that city and is a source of pride and stabilization, not a creator of slums.

We are trying to fill the 30-plus year gap in education concerning Light Rail technology. The Original Northwood Association and all other interested citizen's groups are invited to write for a free slide showing of Light Rail world-wide. We are the Light Rail Transit Association, 2107 N. Charles Street, Baltimore, Md., 21218. We'd love to be your meetings' entertainment and enlightenment.

Martin K. Van Horn.
Baltimore.

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*M. & M Bus Lines Essex Md
Nov. 2, 1952*

Also Includes Riverdale

FEB 3 1972

Essex Times

MTA Extends Area Bus Routes To Social Security

To meet the increasing needs of Social Security employees, the Metropolitan Transit Administration began new services directly to the Woodlawn complex from Essex-Middle River and the Frankfort plaza area as of this past Monday.

According to J.V. Garvey, the MTA resident manager, the changes are part of a continuing program of service improvement and adjustments to better serve employees of the complex who come from all sections of the metropolitan area.

The M.T.A. has scheduled Social Security service from Essex and Middle River via the No. 23. From Essex, a bus will leave Taylor Avenue and Marlyn Avenue at 5:59 a.m. and arrive at the complex at 7:22 a.m. From Middle River buses will leave at 6:03 a.m. and 6:14 a.m. arriving at 7:37 a.m. and 7:52 a.m. respectively. Returning in the p.m., the Essex buses will leave at 4:23 p.m. and 4:39 p.m.

arriving in Essex at 5:59 p.m. and 6:11 p.m. respectively. A bus for Middle River will leave the complex at 4:11 p.m. to arrive in Middle River at 6:01 p.m. Enroute to and from Social Security, the No 23 line trips will be routed via Wildwood Parkway (when eastbound) and Woodington Road (when westbound) to serve the high density of Social Security employees in that area.

Three trips on the No. 44 line are being extended to Social Security to provide direct service to the complex, for the first time, for Northeast Baltimore residents living in the area of Frankford Plaza. Buses will leave Frankford Plaza at 6:24 a.m., 6:39 a.m., and 6:54 a.m. arriving at Social Security at 7:19 a.m., 7:34 a.m., and 7:49 a.m. In the p.m. buses will leave the complex at 4:08, 4:23, and 4:38 p.m. arriving at Frankford Plaza at 5:07, 5:22, and 5:37 p.m.

In addition, more service will be

provided to employees living in the Overlea area on the No. 15 line, with additional trips to be provided between Overlea and Social Security in the a.m. and p.m. Buses will now leave Overlea at 5:51 a.m., 6:00 a.m., 6:14 a.m., and 6:35 a.m. arriving at Social Security at 7:17 a.m., 7:44 a.m., and 8:05 a.m. In the afternoon, buses will leave Social Security at 4:09 p.m., 4:24 p.m., and 4:42 p.m., and 5:10 p.m. for Overlea.

Also, the MTA this week extended its No. 23 line to Riverdale Apartments. These trips will operate via the present No. 23 route to Eastern Boulevard and North Fenway Road at which point the buses will continue via North Fenway Road to Orville Road and back to Eastern Boulevard.

Anderson Denies Plan To Spike Mass Transit

By ELLISON MOSS
Baltimore County Bureau

Baltimore County has no intention of "killing" the proposed \$1.7 billion Baltimore metropolitan area rapid mass transit system, County Executive Dale Anderson said today.

The comment came in the wake of a statement by Baltimore Mayor D'Alesandro yesterday that any refusal of Baltimore County to participate in the system because the federal government hasn't set up a trust fund to guarantee money for the system would "kill" any chances of the system being built.

At a press conference last Tuesday Mr. Anderson said the county can't speed any more money unless it is assured that the system, once begun, will be completed.

He was fearful that should construction of the system be started only a few miles might be built then the system abandoned because of the lack of necessary federal money.

Mr. Anderson said his statement last week does not apply to the present transit situation and that the engineering studies now in progress will continue and with county participation.

He said that he thought there eventually will be a trust fund for the nation's mass transit problems and that the Baltimore area would receive money from that fund.

Asked if Mayor D'Alesandro had made the comment without first consulting him about the statement, Mr. Anderson said that he thought the mayor "had spoken again without thinking too much about it."

The mayor, Mr. Anderson said, has been aware of his feelings about the MTA subject for "quite some time. There's no question about it."

Mr. D'Alesandro was quoted as saying that the county was looking for an excuse to get out of the rapid transit system.

Mr. Anderson replied "He ought to know better than that. I wouldn't have spent the \$180,000 (for the initial transit steering committee studies) if I was looking for an excuse and I wouldn't commit myself, as I have, to additional monies for planning and study. We recognize the need for a rapid transit system."

"As a matter of fact," Mr. Anderson said, "Baltimore County is so much more interested in the rapid transit system than the mayor is that it has already appropriated that \$180,000. It's my understanding that the mayor in Baltimore has allowed his appropriation to lapse and that money is not now available whereas our money is already set aside."

The city commitment to the study was to have been \$220,000.

MTA Service Sought In Rosedale

As the Rosedale bus operation question hangs in the balance, steps will soon be taken to at least secure some kind of bus service for the community's residents.

A State Senate bill, sponsored by Norman R. Stone (D., 6th), will soon be introduced into legislature that will require the MTA (Metropolitan Transit Authority) to operate ten buses in the Rosedale-Middle

River-Highlandtown area if the Rosedale Passenger Lines, Inc., who currently serves the area, is condemned.

"The seemingly inadequate public transit service which this area has had is about to deteriorate into no service whatsoever as a result of the manner in which the MTA has handled the matter," said Senator Stone last week.

"Many of the approximately 800 passengers who use this service daily are dependent upon it for transportation," he claimed. "They must be, or they wouldn't have put up with the inconvenience and discomfort which the inadequate service has caused."

For two years the MTA has had a running dispute with the Rosedale Bus Service to improve its buses and service.

Obsolescence and equipment failures have caused the company to take six of 13 buses off the road. Six of these buses were purchased by the company when they were already 20 years old.

As a result service has been curtailed. The company must have ten buses to fulfill its present schedule according to Clayton S. Steele, executive director of MTA.

Recent actions have brought the issue to a head. The bus company has asked for a rate increase; the MTA has ordered the county bus company to show cause why its license should not be lifted. The MTA has asked to see the companies books, but they have not been produced.

"After such a prolonged period of seemingly inadequate and inferior service, it is time something was done to upgrade the bus service to these east Baltimore County communities," said Senator Stone.

"I aim to see that some bus service is maintained for the residents of these areas."

"Furthermore, I suggest that improved service would encourage greater usage on the part of the public causing the service to become self-sustaining or even profitable financially to the providers."

Essex Times 3-9-1969

Sun Jan 3 - 1969

Direct Line

From The Counties

Dial • 539-5575



Direct Line finds the answers, solves problems, gets action on complaints and cuts red tape as a service to its readers. Call Direct Line at 539-5575 from 2 P.M. to 9 P.M. Mondays through Fridays, or write to The Evening Sun, Baltimore 21203.

I can't understand why the Metropolitan Transit Authority does nothing about the service, or lack of it, provided by the Rosedale Passenger Line. These ancient buses are constantly breaking down and their riders are forever late for work.—C.L.

Clayton Steele, Metropolitan Transit Authority executive director, said the MTA is thinking about holding a hearing on whether or not to remove the line's franchise. "The line is not producing satisfactorily," he said, adding that "the lifting of the franchise may be the only and best answer to the problem."

He explained the company was doing fairly well for a while but its buses have started breaking down again. The Rosedale line now serves approximately 600,000 passengers a year in eastern Baltimore county, Mr. Steele added.

Sept. 5, 1969
News

No 70

ESSEX MIDDLE RIVER COUNCIL FOR SELF-HELP

MEETING: Thursday, November 16, 1972
Place: Middlesex Shopping Center- Essex Library
Topic: Metro-Transit-Authority
Speaker: Mr. Headley

We instigated the thought for the local bus service in our area. Now is the time to unite in the Public Hearing. This Nov. 20, 1972 at the Essex Library we shall see our results. We need your co-operation to assure that the bus will be used. We know it is necessary. Please attend both of these meetings. We will need your aid in publicity to the general area public.

Thank you,

Pat Heck

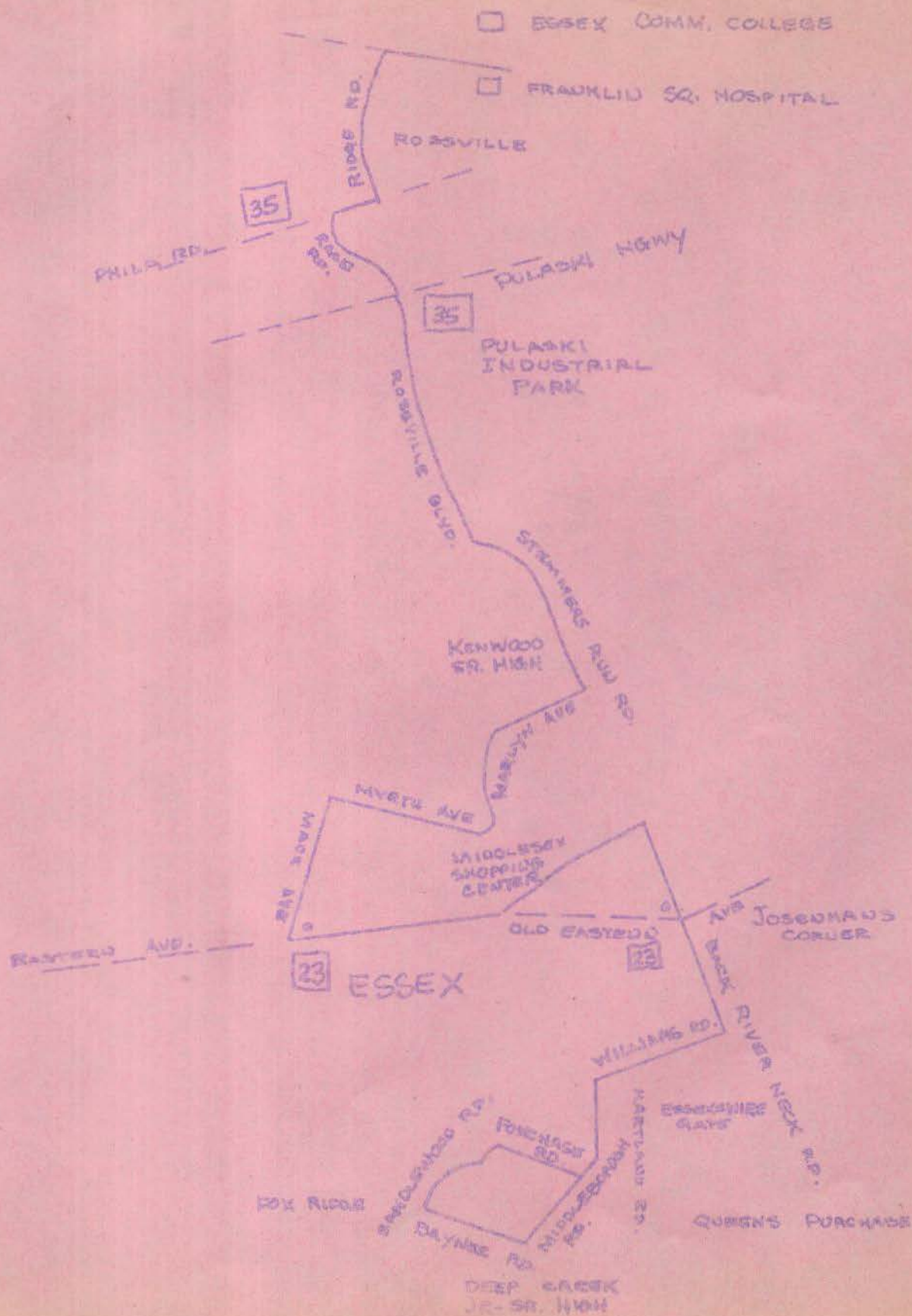
Pat Heck, Secretary

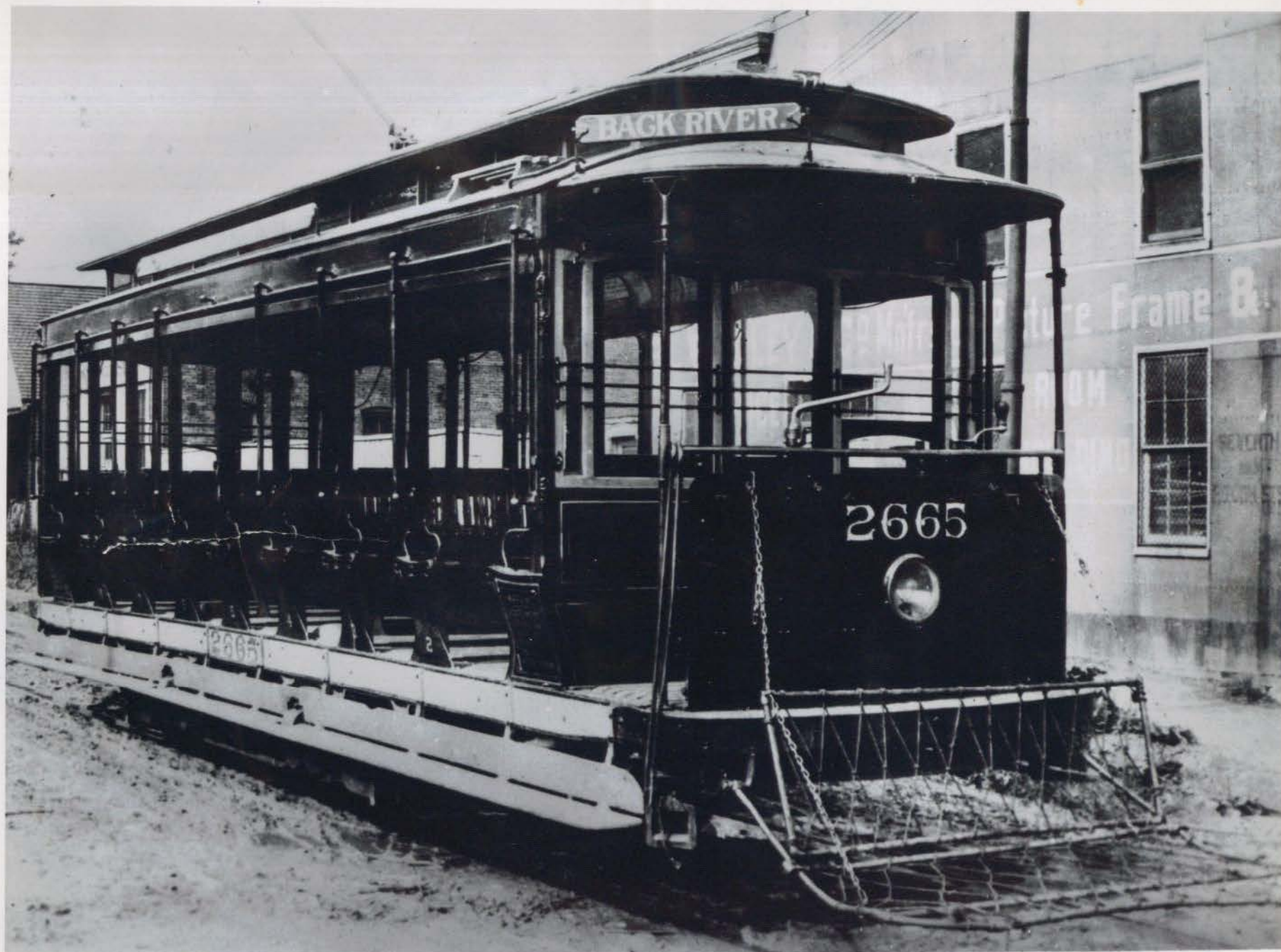
P.S.

See Essex Times for further detail.

Thurs. Nov. 16 -Meeting Time 7:30 p.m.

Mon. Nov. 20- Meeting Time 10:00 a.m.





Baltimore Traction Co. Bought Car #2665 in 1894. It was wide open for summer use only. There was no center aisle, passengers boarded and alighted from side running boards and conductors "walked the plank" trying to collect fares. 45 passengers could sit inside. Running board capacity was limited only by foot sizers.

Open cars produced a lot of fares in summer long before air conditioning. Families "beat the heat" with Mom at one end of the bench, Pops at the other and up to 6 kids in between and completely under control.

(Single Track Summer Car was built by Brownell Car Co. in 1894.)

T-1*

HERITAGE SOCIETY
of ESSEX & MIDDLE RIVER
113 RIVERSIDE RD. No 39

Melvin D. Lindsay was a conductor on this line
1919 to 1922. Mr Lindsay was the first husband
of the author.

Photo courtesy of





'by gone days George W. Hensler

Baltimore Traction Co bought 2665 in 1894. Wide open for summer use only, it had no aisle in the center. Passengers boarded and alighted from side running boards and conductors "walked the plank" trying to collect fares, 45 could sit inside. Running board capacity was limited only by foot sizes.

Open cars produced a lot of fares in summer long before air conditioning families beat the heat with Mom at one end of the bench Pop at the other, and anywhere up to six kids in between and completely under control.

(Single Track Summer Car was Built by Brownell Car Co 1894)

BACK RIVER SUMMER CAR

In 1894, Baltimore Traction Co. bought car #2665 for "Summer Use Only". It had no aisle in the center - passengers boarded and alighted from side running boards and the conductors "walked the plank" trying to collect fares. The car seated about 45 and running board capacity was limited only by foot sizes.

Long before air conditioning, families "beat the heat" with Mom on one end of the car seat and Pop at the other end and anywhere up to six kids in between and "completely under control".

Memories Of The "Cannon Ball Express"

Live On As We Remember....

By Helen B. Baumgartner

(From the files of the Heritage Society of Essex-Middle River, Inc.)

The shores along Back and Middle River have always attracted large crowds in the summer. In fact, many city dwellers had summer homes along these beautiful shores.

The roads in the early part of this century were called "Shell" roads because oyster shells were dumped on them to give the horses and carriages a firm footing. The road in front of the present Back River Neck School also contains broken pottery (under the black top). This pottery was broken or inferior items made in the big old barn which, until it recently burned to the ground, stood behind the school.



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I understand very nice china was made here, and I hope to be able to get more information on it for another article. The road leading back to the barn was, and still is, called Pottery Farm Road.

Horses, buggys and farm wagons were used to carry people to the shores along Back River Neck Road. Then, on Sept. 3, 1895, the Baltimore, Middle River and Sparrows Point Railway trolley car line was opened and extended from Baltimore Street and East Avenue to the Middle River Bridge, a distance of about ten miles.

The trolley line was located entirely in Baltimore County at that time, although Baltimore City has since annexed the section from Baltimore Street and East Avenue to Eastern Avenue and 45th Street. The trolley cars ran until 8 PM, after which time the cows were turned out to feed on the grass and weeds growing in the tracks. The first shipment of cars for the trolley line included seven open or summer cars and three closed cars. The summer cars had side curtains which could be pulled down to the floor in bad weather.

On Sept. 7, 1896, the American carried an article which read, in part: "One of the most pleasant and truly country rides is to be found on the electric cars of the Baltimore, Middle River & Sparrows Point Railroad, which has been termed the 'Cannon Ball Express' — From Baltimore to Middle River — a distance of about nine miles — the road runs through country abounding in delightful scenery — affording one of the coolest, most delightful and refreshing

trips imaginable. For about five miles, the line runs through a road shaded on both sides by overhanging trees and through which glimpses of river and bay are caught —".

Of course, this was written before the sanitation plant was built on Back River before it became polluted. It seems a shame to have spoiled what must have been very beautiful. There were numerous fishing shores and river and bay pleasure resorts along the route of the trolley car for those who cared to stop off. A few of these were Fairy Grove, Back River Race Track and the famous Hollywood Park, which opened on Eastern Avenue at Back River Bridge in 1895.

Riders of the trolley cars who wanted to go to the shores located along Back River Neck Road could get off at Josenhans Corner and ride on the Jitney buses which would take them to Rocky Point and the other beach resorts for a "Jit" or five cents. These shores were so busy that church and club groups would have to make reservations as much as a year in advance to ensure space on the day they wanted their picnics or outings.

The people riding the trolleys came to be friends with the conductors. A well-known Essex resident, Melvin Lindsay, was one of these friendly conductors who not only ran the cars but did his courting there also. His widow is Myrtle Lindsay Dudrow, better known as "Aunt Myrt" to her many Essex friends and to the Heritage Society of which she is a co-founder.

Do you have an old photograph taken before 1950, that tells an interesting story of our community. If you would like to have it published call, The Avenue at 687-7775

All photos will be returned to owner



This is how the Moffet Avenue Car Barn looked about 1930. It was located on the corner of Moffet Avenue on what was once the

OUR HERITAGE

The Avenue
11-2-76

DOUBLE DEKKER

HELLO!!

I'm Jeffrey Goldman President of, probably the most unique Charter Bus Company in the United States, the Double Dekker Bus Company.

We have been running successful trips to Atlantic City and will be expanding our program to include short and long trips up and down the East Coast.*

We are the only Charter Bus Company that has double dekker buses which travel interstate. With a commercial kitchen, airline type food service, movies aboard, a lounge, and all of the other standard amenities, never has the phrase, "YOU HAVE TO SEE IT TO BELIEVE IT", been more appropriate. As a result, we have been taking the bus to various groups and organizations for a showing on the bus with food and music aboard. Frankly, we can only do this since we are a new Company and haven't completely filled our early summer calendar. But, as the season progresses, it will be increasingly difficult to have these showings.

I look forward to hearing from you in the near future.

Sincerely yours,

Jeffrey Goldman
Jeffrey Goldman

"RIDE DOUBLE DEKKER FOR A MOVING EXPERIENCE"

*pending ICC approval



Eastpoint Church Issues Elderly Bus Fare Cards

Times March 16-72

At Reduced Rate

The Mass Transit Administration released this week an Eastpoint location where Essex-Middle River senior citizens may acquire identification cards and special tokens to ride MTA buses at a revised reduced rate for the elderly.

The MTA location to obtain ID cards and tokens now is at St. Peter's Lutheran Church, 7832 Eastern Avenue, across from the Eastpoint shopping center, during the week from 10 a.m. to 3 p.m. The next closest location for this community is at the

Dundalk Ateaze Center in Fort Holabird's servicemen's club, during Monday, Tuesday, Thursday and Friday from 10:30 a.m. to 2:30 p.m.

The other week MTA officials revised the original reduced rate fare plan for senior citizens 65 years of age and older to 15 cents. The reduced rate plan becomes effective on Monday, April 3. The standard fare rate to ride an MTA bus is 30 cents.

The MTA said that there will be no additional charges in the reduced plan for transfers, but, they said, zone and special fares will remain the same.

The reduced fares will be in effect at all times except during the weekday rush hours between 7 and 9 a.m. and 4 and 6 p.m. excluding holidays.

The reduced fare plan requires all senior citizens boarding a MTA bus to show the identification card and to deposit a special reduced fare token. Without either, the full fare is required.

"By receiving an ID card between March 15 and April 3, those who have a card will be able to participate in the program immediately upon its inauguration on April 3. However ID cards will continue to be issued at regular locations after the program is initiated," explained Walter J. Addison, mass transit administrator, this week.

Senior Citizen ID and token centers have been established throughout the metropolitan area.

To receive an ID card, a senior

(Continued on Page 5)

citizen need only go to one of the official registration centers and fill out an application. Residents must show identification proof of age as a Medicare card, birth certificate, driver's license or baptismal certificate.

Tokens, which will be sold at numerous neighborhood and downtown locations as drug stores, banks, retail stores other outlets will not go on sale until March 27. Token locations at present have not been listed.

Mr. Addison urged senior citizens to check with senior citizen clubs in the area prior to registering at the Eastpoint location since many clubs will be registering its own members.

P.S.C. Revokes Rosedale Bus Line Permit

JEFFERSONIAN

FEB. 26, 1970

Commissioner Charles E. Edmondson of the Public Service Commission announced that the commission is revoking the permits issued to Rosedale Passenger Lines, Inc., effective April 30.

Mr. Edmondson said that this action is unique and to the commission's knowledge is the first time a passenger carrier has had its operating authority revoked. The company operates eight passenger buses and serves the eastern part of Baltimore County, over various routes to Rosedale, Chesaco Park, Martins, Oliver Beach and Watson Point.

The action of the commission was taken after people's counsel filed a complaint with the

BUS PERMIT REVOKED

(Continued from Page 1)
commission in December 1969 urging an investigation of the service furnished by the carrier.

In addition, between June 1, 1969 and November 30, 1969, 25 service complaints were made to the commission's Transportation Division.

Mr. Edmondson said that checks made by the commission's staff indicated that schedules were not being adhered to and in some instances were omitted.

No 3

BY HELEN B. BAUMGARTNER

The shores along Back and Middle Rivers have always attracted large crowds in the summer. In fact, many city dwellers had summer homes along these beautiful shores. The roads in the early part of this century were called "Shell" roads because oyster shells were dumped on them to give the horses and carriages a firm footing. The road in front of the present Back River Neck School also contains broken pottery (under the black top). This pottery was broken or inferior items made in the big old barn which, until it recently burned to the ground, stood in back of the school. I understand very nice china was made here and I hope to be able to get more information on it for another article. The road leading back to the barn was, and still is, called Pottery Farm Road.

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- - - - -



Car Barn at Eastern + Moffet Avenues -

Photo Taken about 1930.

Slide No 39-1

et speed

22x square

No. 13

(#39)

STREET CAR BARN

This is how the Moffet Avenue Car Barn looked around 1930.
It was located on the corner of Moffet Avenue and Eastern Avenue
on what was once Moffet's Farm. Incidentally, the Moffet farm
house was the location of the first telephone exchange in Essex.

HERITAGE SOCIETY
of ESSEX & MIDDLE RIVER
113 RIVERSIDE RD.

No 39

#39

Photo Courtesy of

MR GEORGE J MARTINAK
408 GERREIS AVE
ESSEX MD 21221



essexmuseum.com

PENNA. RAILROAD STATION- 1964
OREMS ROAD & GOLDEN RING

Penna PK Ha - 1964

Crema Rd + Golden Ring

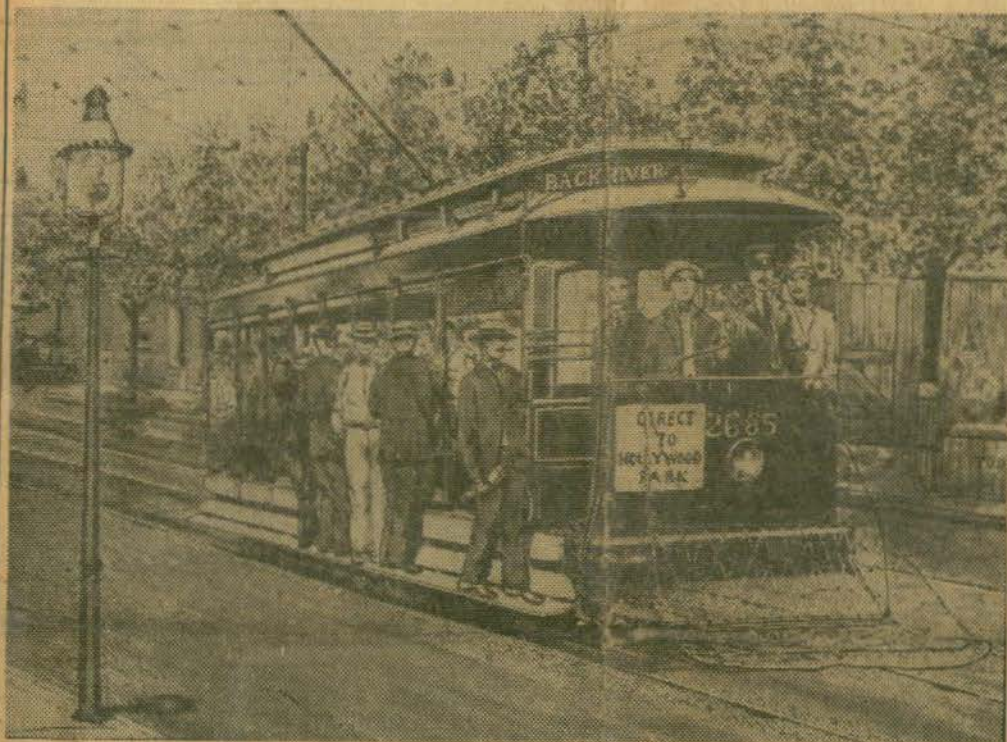


Photo by Vicky Cornell

The "Freestate Flyer" is the only inter-state double decker charter bus in the country. Owned by Jeffrey Goldman, the bus has a custom interior, as well as a fully-equipped kitchen, lounge and movie set-up. Mr. Goldman was recently in the area to celebrate the sixth anniversary of the Victory Villa Community Center. To charter the bus, call 837-4477.

3-22-1979 Art.

Farewell To Street Cars



1915—Business was brisk on the Back River line, with riders hanging on the side, as sketch shows.



1914—Motormen pose proudly beside their street car, with its "Pay As You Enter" reminder.

Split-level travel

Goldman's bus combats boredom

By Isaac Rebert

"All that I'm intending to do," said Jeffrey Goldman, standing beside his new double-decker bus on a street corner in Randallstown, "is simply to revolutionize travel."

"Or maybe you should call me a reactionary, because what I intend to do is turn the clock back. I want to make getting there the same kind of fun that it used to be—before the airplane made it just incidental."

With that explanation, he led a group of prospective passengers on a guided tour of the bus.

He calls it "Double-Dekker," and everybody who visits agrees it's a striking and a different means of bus travel.

It isn't the common ordinary red of the street bus fleets in Piccadilly or the Strand.

Rather it's an attractive shade of green called metal flake, the same high quality, he informs us, that is used when painting aircraft.

Inside, the seats, finished in green velvet, are the same as those used on airplanes. Ordinary street-bus seats are too uncomfortable for long-distance travel.

He said he found that out the hard way, after all the expense of rebuilding the old seats, then trying them out on a couple-hour ride. He returned with a stiff posterior and promptly ordered them replaced.

The familiar spiral staircase leads to a second floor with stained glass skylights, and a big 23-inch video-box that can show cassette-movies while the bus is en route.

Downstairs, several rows of seats have been ripped out to make way for a table on which passengers can play cards or where snacks can be made available.

The large toilet-washroom contains a full-length mirror, a tile floor and stained glass windows.

The rear of downstairs is a kitchen containing a 50 cubic-foot refrigerator that holds enough food to feed 40 people for four days, and several microwave ovens.

"We have a hostess on board, she'll be serving hot food and cold drinks. People can leave their seats and go upstairs or downstairs. They can eat, they can play cards, they can watch a movie."

"There's nothing like it anywhere in the country. Wherever you go, bus travel is an awful bore. We think that's going to change."

"Even the ICC admitted we had an original idea. That's why they gave us a permit."

"There just isn't any reason that people traveling for pleasure should be tied down to one seat for hours, with nothing to do, nowhere to go, nothing to eat or drink except at rest stops."

Mr. Goldman has been driving his bus around town showing it off to groups, mostly of elderly people.

Elderly people are the main users of buses for pleasure travel, he said. They

are always going on trips. And when they do, they like to be social.

"They don't like to sit around doing nothing, just waiting to get there. They want entertainment along the way."

The idea for the conversion came to him many years ago when he had been taking a bus trip himself and was bored stiff with it and began fantasizing about what he would do if . . .

In those days, he was broke, so his fantasies remained just that.

But more recently, after he became an officer in the merchant marine, he acquired a little extra cash and revived his fantasy.

He bought an old double-decker from an importer in Florida and recruited some of his friends to convert it to a comfort-cruiser.

"When we started, it was mostly for fun," he recalled. "But even for fun, we began to find out how expensive it was."

"Pretty soon I was out of cash and had to go to the bank, and to some money-men for financial backing."

They examined the bus, and I explained my intentions—and, to my surprise, they nodded their heads and said it wasn't a bad idea. Yes, a new concept in bus travel would be great, they said.

"Only, they said, if this bus wasn't going to be a hobby, if it was going to be a real business, then everything had to be done first-class."

"So we had to go back and tear out practically everything I and my friends had already done and have it done over by professionals."

"Since we intended to take trips out of state, we needed an ICC license. People advised us to buy an existing one—which would cost an awful lot of money."

"But the ICC will issue a license if you're offering a service nobody else is into. We applied and showed them the bus and explained what we intend to do."

"They agreed it was a new service and issued us a license."

It took a year and a half to convert the bus. The British engine and power train had to be replaced with more available American parts, the suspension had to be changed for more comfort on long distance trips; the interior was redone in the quality and style of an airplane.

Now the rebuilding is done and Double-Dekker is a going concern.

"We've taken groups on one-day trips to Atlantic City, and on the way we showed them a film on how to gamble."

"We've had a group for several days to Nag's Head; there we used the bus for dai-

ly picnics. Nothing like having your own refrigerator and even along."

Now it's the business side Mr. Goldman is working on, showing the bus to prospective tourists.

"We made a lot of mistakes converting our first bus," he said, "but we learned from them. We consider this first one just a pilot."

"Wait till you see the next one. And wait until every big city in the country has a fleet of double-deckers, with entertainment and refreshments on board."



Sun photos—Clarence B. G.

Jeffrey Goldman (left) thinks getting there should be half the fun. To that end he has refurbished a double decker bus (right) for interstate travel.



"SWIM BABY SHORE PARK" is the sign on this car, running along the shore of the Chesapeake Bay in August 1947. These cars which became known as the "red

rockets," served the Sparrows Point shipyard and steel mill on weekdays and carried the crowds to Bay Shore on Sundays and holidays, according to the book, "Who Made All The Streetcars Go?".



DURING WORLD WAR I, the United attempted to handle the peaks brought about by shift changes at Sparrows Point shipyard by putting down a new spur line with a pre-

payment station. Streetcars took care of the bulk of the workers. Photograph from the new book, "Who Made All The Streetcars Go?".

Book Explains Streetcars Here

BY JEAN WALSH

The cut-back of the No. 23 line was precipitated by "an act of God." In August, 1933, a hurricane severely damaged the bridge over Back River. Rather than go to the expense of repairing the span, the BTC simply put a shuttle car on the isolated portion of the route between Back and Middle Rivers. This jerkwater operation began August 24, 1933, and was replaced by a bus almost exactly one year later. The same storm washed

away much of the fill in the vicinity of Shallow Creek on the portion of the loop between Bay Shore Park and Fort Howard. The company never repaired this damage either, and though No. 26 cars still ran to both places, the former practice of making a circuit of the loop was no longer possible."

This is one of the many factual and-or anecdotal paragraphs in the new 319-page hard-back book with 270 illustrations, "Who Made All Our Streetcars Go?" which is the story of rail transit in Baltimore. It was released from the printer on September 20, two years after it was seriously begun by Michael R. Farrell, an accountant, photographer, writer and railway buff from Catonsville who prepared the book which was published by

Baltimore NRHS Publications (National Railway Historical Society).

The book, which outlines the development of street car rail systems in Baltimore and its environs, includes information about curtailed service on certain lines which culminated in the complete removal of all rail traffic on streets and roads around the city in 1963. It tells the following story of the No. 23 streetcar line, from Grady Street to Back River, which was discontinued.

It had stopped several miles short of the Glenn L. Martin aircraft plant, to which through service was urgently needed for way workers. For this purpose buses were now pulled off other lines, resulting in the discontinuance of some bus

routes and the drastic curtailment of many others."

Public Hearing Needed For MTA Proposed Shuttle Bus

BY JACK MARTIN, JR.

A public hearing by the MTA will be necessary before plans for a proposed shuttle bus service in the Essex area can proceed, it was disclosed last week. No date has been set.

Lawyers for the MTA determined the proposed north-south route through Essex to be a new line instead of an addition to the existing Number 23 or 35 routes. If the shuttle had been merely an addition to one of the present lines, no public hearing would have been necessary, and the MTA could have decided whether or not to go ahead with plans on their own.

However, Mrs. Pat Heck, Secretary of the Essex-Middle River Council for Self-Help reminded that it's now up to the residents of the community to come out in full force to show support for the proposal at the hearing.

Officials of the MTA agree that resident response to the shuttle proposal at the upcoming hearing will definitely effect whether or not the service is instituted.

The "Essex Line" as the new shuttle would be known, would run back and forth through the greater

Essex area, and in the process, provide more direct bus service to the Essex Community College - Franklin Square Hospital complex. At the present time, riders desiring to travel to the complex from the heart of Essex must first take the Number 23 bus downtown, and transfer twice, riding the Number 35 bus to the college-hospital area. The whole ordeal would take approximately an hour or more to go the distance from three to five miles, according to the MTA.

Two community organizations, the Essex-Middle River Civic Council and the Essex-Middle River Council for Self-Help are gearing up a campaign to get active citizen support for the Essex area shuttle service.

In separate meetings on two days last week, members of both groups heard Mrs. Heck outline the tentative route the shuttle would follow.

From the hospital-college area, the bus would travel down Rossville Blvd. to Stemmers Run Road, and continue south to Mace Avenue and then right on Mace to Eastern Avenue. After turning left on Eastern Avenue, the bus would

travel east to Back River Neck Road and then left on Back River Neck to the Fox Ridge area.

Mrs. Heck said that two buses would run the route continuously all day long and in the evening if it is warranted. She also said that residents could transfer to either the Number 23 or Number 35 line at various points along the way.

She has also compiled a study of present and potential business and residential growth in the area encompassed by the proposed bus route, which she will present at the hearing.

Any civic groups interested in having Mrs. Heck explain the new shuttle plan in detail at their next meeting may call her at 687-5734.

Meanwhile, Councilman Harry

J. Bartenfelder (D. 5th) has also been working with MTA officials over the need for additional bus service to and from the Essex area.

Bartenfelder said, "The need for surface transportation is continually increasing as the enrollment at the college and the use of the hospital facilities keeps spiraling." He added, "This need will become critical when the Regional Health Center becomes an addition to the complex.

"What makes public transit so imperative is that these facilities will be concentrating their services for those people who will not always be able to add another car to an overburdened family budget," the councilman concluded. |

Towson Link Begins Sept. 2

Times Aug 28 - 1975

The Mass Transit Administration the No. 2 Essex bus line will be extended to the Overlea area beginning September 2.

"With this extension, we expect increased ridership on the No. 2, for now Essex area residents in Overlea and Rosedale will have direct access to other parts of the city and county," says Walter J. Addison, Mass Transit Administrator.

The new extension will consist of two additional branches of the No. 2 line. One will proceed from Golden Ring Mall north on Rossville Boulevard then west on Philadelphia Road to Kenwood Avenue.

From this point, the new extension continues north to Fullerton Avenue, south on Belair Road to a layover stop at Fleetwood Avenue and Northern Parkway. This layover will provide a transfer point to the No. 55 line to Towson, the No. 44X to downtown Baltimore, and the No. 15 line on Belair Road.

The second branch of the No. 2 will follow the existing route from Golden Ring Mall north on Rossville Boulevard

to Essex Community College and Franklin Square Hospital. It will then continue to Radecke Avenue, Fullerton Avenue and south on Belair Road.

From Belair Road, the extension will proceed to the layover point at Fleetwood Avenue and Northern Parkway where transfers can be made.

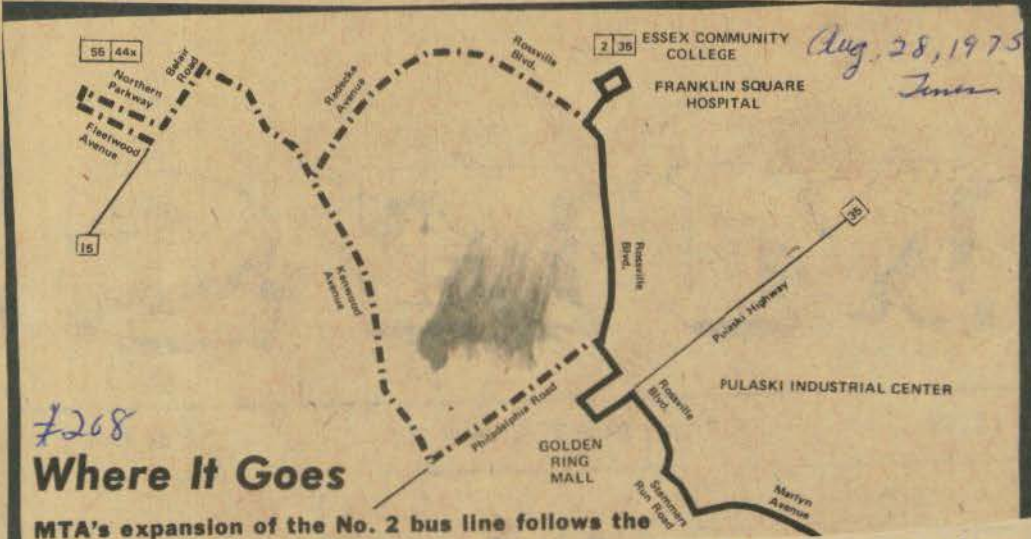
These two new branches

will not affect the existing structure of the No. 2, which will continue to provide service from Fox Ridge to Essex Community College and Franklin Square Hospital.

Patrons will still be able to take the No. 2 from Fox Ridge via Williams Avenue to Back River Neck Road, and then proceed west on Eastern Boulevard where they can transfer to the No. 23 line.

The No. 2 service also continues past the Middlesex Shopping Center, goes north on Mace Avenue to Myrth Avenue, Marlyn Avenue, Stemmers Run Road, Rossville Boulevard and into Golden Ring Mall.

For more information on MTA bus services call 539-5000 or write the MTA at 1515 Washington Boulevard, Baltimore, Maryland, 21230.



Where It Goes

MTA's expansion of the No. 2 bus line follows the route proposed by the Coalition for the Improvement of Public Transportation. Extended service begins Sept. 2.

Transportation

Service Sought

Aug - 8 - 24 - 78

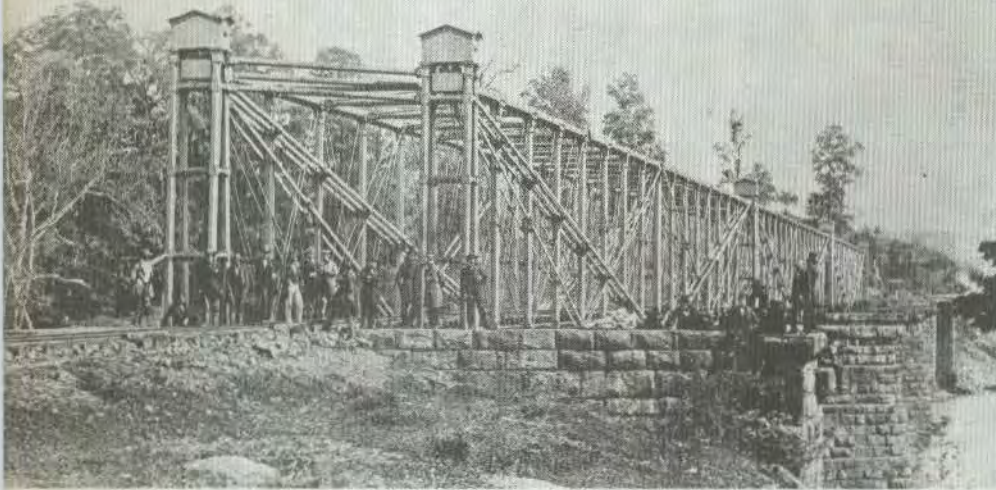
By H.R.D.A.

39 Human Resources Development Agency of Baltimore County, Inc., a private organization with an outreach office in Essex, is applying to the U.S. Department of Transportation for financial assistance to aid in the purchase of five 12 passenger vans and special equipment designed to meet the special transportation needs of the elderly and handicapped.

H.R.D.A. plans to provide transportation services to medical and health facilities, shopping centers, lunch plus programs, senior centers, social welfare offices and other essential locations, including connections to other available transport facilities that are inaccessible from home.

The service will be provided at little or no cost to the people mainly living in the Essex-Middle River, Bengies-Chase, Edgemere, Dundalk-Turner's Station, West Catonsville and Oella areas.

B&O Bridges. As the size and weight of locomotives and cars increased, B&O engineers showed great ingenuity in designing stronger, lighter, less-expensive – and beautiful – bridges. Albert Fink in 1852 used his patented suspension truss in the three-span bridge below to cross the Monongahela River at Fairmont, W. Va. It was destroyed by Confederate forces in 1863.



This 1871 bridge between Benwood, W. Va., and Bellaire, Ohio, ended a tedious ferry system at Wheeling and gave the B&O a direct Baltimore-Chicago line. Total length was 8,566 feet.



First transcontinental railroad completed. The Golden Spike driven at Promontory, Utah, May 10, 1869, marking junction of Central Pacific (now Southern Pacific) and Union Pacific.